

ESTABLISHED 1823.

INDIANAPOLIS, FRIDAY MORNING, DECEMBER 8, 1893.

3 CENTS.

[AT RAILWAY NEWS STANDS ON TRAINS AND SUNDAYS 5 CENTS.]

CUT IN TWO!

Stiff Hats at Half Price

Our stock is too large. Must go.

FOR MEN:

\$4.00 Stiff Hats at \$2.00

3.00 Stiff Hats at 1.50

2.50 Stiff Hats at 1.25

2.00 Stiff Hats at 1.00

The same reduction in Stiff Hats for Boys.

ORIGINAL EAGLE,

5 and 7 West Washington St.

Hat Dept., 16 S. Meridian St.

BIG 4 ROUTE

FLORIDA

— or —

CALIFORNIA

THE TRIP TO TAKE!

The Big Four offers more routes

through gateways of Chicago, Peoria,

St. Louis, Louisville and Cincinnati

than any other line.

One Way and Round-Trip Excursion

tickets now on sale. Sleeping-car

reservations secured through de-

stination free of charge.

Call on Big Four Agents: 1 East

Washington Street, 36 Jackson Place,

Massachusetts Avenue and Union Sta-

tion. H. M. BRONSON, G. E. A.

5 and 4

TRAINS

BETWEEN

INDIANAPOLIS

AND CINCINNATI

VIA

C., H. & D. R. R.

4

OF WHICH

CARRY

PALACE PARLOR CARS,

LEAVING INDIANAPOLIS—

*4:40 a. m., *10:50 a. m., *3:45 p. m.,

*6:30 p. m. Daily. *Daily except Sunday.

City Ticket Office—Corner Illinois street and Ken-

tucky avenue, 134 South Illinois street, Union

Station. H. J. RHEIN, General Agent.

10:30 a. m., 10:30 p. m.

Arrive at Indianapolis.

No. 2—Vestibule, daily, 2:30 p. m.

No. 3—Vestibule, daily, 2:30 p. m.

No. 4—Vestibule, daily, 2:30 p. m.

No. 5—Vestibule, daily, 2:30 p. m.

No. 6—Vestibule, daily, 2:30 p. m.

No. 7—Vestibule, daily, 2:30 p. m.

No. 8—Vestibule, daily, 2:30 p. m.

No. 9—Vestibule, daily, 2:30 p. m.

No. 10—Vestibule, daily, 2:30 p. m.

No. 11—Vestibule, daily, 2:30 p. m.

No. 12—Vestibule, daily, 2:30 p. m.

No. 13—Vestibule, daily, 2:30 p. m.

No. 14—Vestibule, daily, 2:30 p. m.

No. 15—Vestibule, daily, 2:30 p. m.

No. 16—Vestibule, daily, 2:30 p. m.

No. 17—Vestibule, daily, 2:30 p. m.

No. 18—Vestibule, daily, 2:30 p. m.

No. 19—Vestibule, daily, 2:30 p. m.

No. 20—Vestibule, daily, 2:30 p. m.

No. 21—Vestibule, daily, 2:30 p. m.

No. 22—Vestibule, daily, 2:30 p. m.

No. 23—Vestibule, daily, 2:30 p. m.

No. 24—Vestibule, daily, 2:30 p. m.

No. 25—Vestibule, daily, 2:30 p. m.

No. 26—Vestibule, daily, 2:30 p. m.

No. 27—Vestibule, daily, 2:30 p. m.

No. 28—Vestibule, daily, 2:30 p. m.

No. 29—Vestibule, daily, 2:30 p. m.

No. 30—Vestibule, daily, 2:30 p. m.

No. 31—Vestibule, daily, 2:30 p. m.

No. 32—Vestibule, daily, 2:30 p. m.

No. 33—Vestibule, daily, 2:30 p. m.

No. 34—Vestibule, daily, 2:30 p. m.

Fair; slightly warmer.

WITHOUT

AN EQUAL

Cassimere Suits

At \$10.

reduced from \$15 and \$18.

This is a GENUINE, LEGITIMATE

CUT. An examination of the quality of these Suits will con-

vince the most skeptical of that fact.

BOYS, don't forget that you get a pair of SKATES, FREE, with

every Suit and Overcoat bought of us. We give you the best

values for the least money. We lead—others follow

THE WHEN

SELDOM is the opportunity offered of viewing, FREE OF CHARGE,

such a magnificent work of art as we have on exhibition now,

and for a few days longer. We extend a hearty welcome to

one and all to call and inspect the painting.

THE

PREPARATORY to taking our annual inventory, we offer broken lines

of seasonable goods at special prices, and invite an early inspection

from the trade.

McKEE & CO., Wholesale Boots, Shoes and Rubbers,

136 & 138 South Meridian Street, Indianapolis.

PRINCESS FLOUR

Best Made. Ask your Grocer.

ANOTHER FAST SHIP

Remarkable Record Made by the

New Cruiser Marblehead.

Her Contract Called for but 17 Knots an

Hour. Yet She Attained a Speed

of 21.66 Knots.

RESULT OF OFFICIAL TRIAL

An Average of 18.94 Knots an

Hour for Seventy-Two Miles.

Her Builders Entitled to a Premium of

\$175,000—Incidents of the Race

Against Time.

NEW LONDON, Dec. 7.—Another triumph

for Yankee shipbuilders and designers was

scored on Long Island sound to-day, when

the new cruiser Marblehead crossed the

finish line in her official trial trip this

afternoon. The new cruiser had equalled all

expectations by making a record of 18.94

knots an hour.

When the first rays of the morning sun

peeped over the historic hills of Groton,

to-day, the strong steel sides of the new

cruiser Marblehead were covered with the

finger marks of Jack Frost, and his icy

touch was manifest in the very air. At

2:10 the great anchor was weighed, and

the proud ship slowly turned and pointed

her sharp nose toward the sound the

melting frost on her sides glistened in the

sunlight of an ideal day, and the Marblehead

improved her opportunity, for before she

could anchor dropped anchor in front of

Portsmouth and made her record and a

snug fortune for her builders.

The starting point of Plum Island, about

fifteen miles from New London, was in

sight at 9:30, and as the Marblehead ap-

proached the famous ship Kearsarge, which

was stationed there to mark the spot, she

increased her speed perceptibly. The

hurry was passed at 10:27, making the time

for the six miles eighteen minutes, thirty-four

seconds, an average of 18.94 knots an hour.

The Marblehead was doing her prettiest,

and she dashed through the water, churning

the sea in great snow white waves on

each side of her spear-like bow, leaving a

long milky wake astern. She presented a

beautiful sight to the sailors of the Fern,

who crowded the decks of that vessel. The

tide was against her for several miles, to

the buoy, but the speed increased for the

rest of the westward run. The third

stage buoy of the Dolphin, being seven

and one-half nautical miles from the Fern,

was passed at 10:54:38, the distance being

covered in twenty-six minutes and five

seconds, an average speed of 17.29 knots.

The next marking buoy was the Nariketa,

located seven and one-half miles

from the Dolphin. The big cru-

iser passed her on the port side

at 11:17:23. Her time for the

distance was 24.20, an average of 18.5 knots an

hour. The tug Fortune was next in line

and her exact distance from the Dolphin

was not known. She was passed at 11:44:36,

the time for the distance being 26:45. The dy-

namite cruiser Vesuvius marked the end

of the first half of the run and the watches

read 12:06:29 when the Marblehead passed

her. The last interval had been covered in

22.15, making the cruiser's average for the

last fifteen miles 18.3 knots. The first half

of the course, thirty-six miles, had been

covered in one hour and fifty-eight min-

utes, an average of 18.3 knots an hour.

THE RETURN TRIP.

The Vesuvius was passed on the return

trip at 12:36:47 and the race down the home-

stretch was commenced. All the conditions

were favorable. The wind and tide were

with her and she was working finely. She

sped down the course like a frightened

deer, while the patent log fairly buzzed as

she spun through the water. The Fortune

was passed for the second time at 12:48:32,

the run from the Vesuvius being made in

twenty-one minutes and forty-five sec-

onds. The Nariketa was soon in line

with the flying cruiser and the

timepiece marked 1:13:27 when she was

passed, the time from the last buoy being

twenty-four minutes and fifty-five sec-

onds. The first fifteen miles of the return

trip was made at an average of 18.3 knots an

hour. Then the engineer let her out another

hundred yards, and the black smoke poured

from her stacks in thicker volumes and the

cinders fell in showers on her decks. The

vessel trembled from stem to stern like a

thing of life and dashed forward toward the

finish line like a race horse turning into the

stretch. The next marking buoy, the Dol-

phin, was passed at 1:27:04, just twenty-three

minutes and thirty-seven seconds after the

Nariketa. This seven and a half miles was

made at 18.5 knots an hour. Then came the

finish line.

At 1:50:00 the Marblehead crossed the

finish line in her official trial trip this

afternoon. The new cruiser had equalled all

expectations by making a record of 18.94

knots an hour.

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